

# CASSATT SCORED BY COAL MAN FROZEN OUT

Company Ruined by "Men Higher Up" Because Stock Was Not Given.

PHILADELPHIA, May 25.—President Cassatt, of the Pennsylvania Railroad, was brought to the front and given a hard rap by F. A. Boyneburg, general manager for Reckitt Bros. & Co., mine operators, at today's hearing before the Interstate Commerce Commission. He testified that the business of the company had been practically ruined through inability to secure coal. From 1899 cars in 1901 the supply was reduced gradually to 52 in 1905. The witness said that at one period his company was compelled to sell coal that cost \$1.48 to produce as low as \$1.06 in order to keep the miners at work.

The mines, he said, had been operated at a loss for the past two years and a half. He had complained, he said, to almost every official of the Pennsylvania Railroad, but got no relief.

To Freeze Him Out.

"I believe," said the witness, "that somebody high up gave orders to freeze me out, and all of the others simply followed the instructions. I believe A. J. Cassatt is responsible. I believe through the community of interest plan he controls most of the railroad systems and that plan has worked grievous harm to many shippers."

"Do you believe this policy has been adopted for the purpose of favoring certain operators?" asked Mr. Glasgow.

"Most assuredly. The Berwind-White Company, the Keystone Coal and Coke Company, D. E. Williams & Co., and others have been favored."

Did Not Give Stock.

"Why were you not so favored?" "I suppose because I didn't give the railroad officials shares of stock in our company."

The witness said there was no system of rating. "Any method the railroad saw fit to introduce it did so."

He said, he had written 24 letters to the railroad company asking for relief.

R. H. Larzer, assistant coal freight agent of the Pennsylvania Railroad, was questioned concerning coal tariffs from the bituminous regions to Harrisburg, Pa., at Jersey City.

Counsel for the commission read a clause in the tariff schedule to the effect that the railroad had no facilities at the pier and asked Mr. Larzer if that meant that the pier had been leased to the Berwind-White Coal Company.

Berwind-White Affairs.

The witness said he understood the land had been leased to the Berwind-White Company and that the pier had been built by the coal concern. He admitted that it was operated only by the Berwind-White Company, and any other company wishing to discharge coal at Harrisburg would be compelled to secure the consent of the Berwind-White people. He had no knowledge of any other company ever having used the pier.

The witness was then questioned concerning allowances made by the Pennsylvania Railroad to coal companies, which operated spurs or branch lines from their mines to the main line of the railroad.

He said an allowance of 10 cents a ton was given to the Berwind-White Company for this service. The Lattin, Connellville Coal and Coke Company received an allowance of 12 cents and the Glen White Company an allowance of 15 cents a ton for similar service.

Attorney Glasgow asked the witness if it was not a fact that for twenty years prior to 1902 this allowance was made to the Lattin, Connellville Coal and Coke Company when that company had no engines of its own and the spur was operated by the railroad.

Mr. Larzer had no knowledge on the subject, but J. G. Seale, general coal freight agent, who was sitting close to the witness, told the commission that such was the case and that it was after 1902 when the railroad learned the coal company had no engines.

"Hasn't the Pennsylvania Coal and Coke Company complained that the railroad refused to make it an allowance for the same work for which allowances are made to other companies?"

"I believe there has been some complaint."

Coal Not Weighed.

Mr. Glasgow asked the witness if the Susquehanna Coal and Coke Company operates the Greenville pier in New York harbor. Mr. Larzer said yes. This company is a hard coal concern owned by the Pennsylvania Railroad. Mr. Larzer said the pier was leased to the railroad to the Pennsylvania Railroad and was used for loading supply coal on tugs. The Susquehanna company, he said, contracted for soft coal and bituminous on the pier.

An allowance was made to the company for discharging the coal. No other coal companies of the pier.

"When trains of coal were made up in the Pennsylvania Railroad territory they went through without stop at Altoona, did they not?" asked Mr. Glasgow.

"Yes."

"What I am trying to determine," said Mr. Glasgow, "is that large quantities of coal made by Berwind-White for the Pennsylvania Railroad would prefer to do the work."

Reverting to the question of allowance to coal companies, Mr. Glasgow asked the witness if any allowance was made to the Pennsylvania Coal and Coke Company.

Mr. Larzer said no, because that company operated its branch voluntarily and that the Pennsylvania Railroad would prefer to do the work.

FUNERAL OF EDWARD MEAGHER

The funeral of Edward Meagher, one of the best known residents of Hoboken, was held from the Church of Our Lady of Grace, Union avenue, corner of Fourth street there, this morning.

Mr. Meagher was treasurer of the New York Typographical Society and a member of several Irish associations.

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From Long Island City at 11:20 A. M.—1:20 P. M.—2:40 P. M. From Manhattan Crossing at 11:20 A. M.—1:20 P. M.—2:30 P. M.  
Free tickets for which trips may be obtained from salesmen wearing "Lynbrook Blue Star" ticket in hat, at either of the above depots.

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